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from Kansas City to Sioux City 3 feet, and from Sioux City to Fort Benton 2 feet. Up to June 30, 1913, the government had spent over \$14,000,000 on the river. Work on the removal of snags began in 1838 and has been continued at intervals since. Most of the money has been used to prevent bank erosion in local areas, to protect private property from the ravages of the river and in surveying. Engineers generally agree that the possibility of regulating the river so as to make it a channel of commerce has been demonstrated; that the cost of such regulation will be great; and that a general and not a piecemeal policy must be adopted. The data given in this volume demonstrate the wastefulness of a policy which spends money to improve any section of the river as a unit independent of the remainder.

ROBERT M. BROWN.

The Tourist's Maritime Provinces. With chapters on the Gaspé Shore, Newfoundland and Labrador and the Miquelon Islands. By Ruth K. Wood. 440 pp. Maps, ills., index. Dodd, Mead & Co., New York, 1915. 7½ x 5½.

A guide to Nova Scotia, Newfoundland and New Brunswick which enriches the handbook by a great deal of tradition, history and romance. The history of the various towns comprises the bulk of the volume, but everywhere along the route the author indicates the points of interest and the tourist's attention is directed to the characteristics of the land and the people. ROBERT M. BROWN.

The Indian To-day. The past and future of the first American. By Charles A. Eastman. (The American Books.) 185 pp. Doubleday, Page & Co., New York, 1915. 60 cents. 7½ x 5.

The author's father was a full-blooded Sioux and his mother a granddaughter of a Sioux chief. He has recently been employed by the U. S. Indian Bureau to give permanent family names to the Sioux. In 1911 he represented the American Indian at the Universal Races Congress held in London. That he is thoroughly qualified to write this book becomes at once quite evident.

The volume is divided into 11 chapters, an interesting bibliography and a table of Indian Reservations. It is the aim of the book "to set forth the present status and outlook of the North American Indian." It is an excellent exposition of the evolution of Indian affairs since the days of early settlement.

A few striking statements are worth noting. "The two great 'civilizers' were whiskey and gunpowder . . ." "The appropriation for 1915 was over \$4,500,000, yet even more is needed." "The value of crops raised by Indians during the last fiscal year is estimated at more than four millions." "In a word, the typical red man of to-day is a rancher on a large or small scale." "Half our states have Indian names, and more than that proportion of our principal lakes and rivers."

EUGENE VAN CLEEF.

CENTRAL AMERICA AND WEST INDIES

Old Panama and Castilla del Oro. By Dr. C. L. G. Anderson. xv and 559 pp. Maps. The Sudwarth Co., Washington, 1911. 9½ x 6½.

An entertainingly written account of the golden age of Spanish discovery and conquest in the New World, prepared by a surgeon of the Medical Reserve Corps of the United States Army, and late physician to the Isthmian Canal Commission. The well-worn story of Spanish conquistador and British buccaneer lends itself readily to the telling and the reader will follow with pleasure the description of the geography of the Isthmus of Panama, the narrative of the dream of Columbus, the four voyages which he made to America, the exploits of the other conquistadors, among them Balboa and Pizarro setting out from Panama for the conquest of Peru. Early descriptions of Panama, based on original documents, follow, and the search for a strait then supposed to exist, from the Atlantic to the Pacific, as well as early attempts to cut a canal. The famous Sir Francis Drake then steps upon the scene and the buccaneers of the Spanish Main follow in his footsteps. Then Henry Morgan, the foremost of buccaneers, again sacks Panama and the Scotsmen found their ill-starred colony

on the Isthmus of Darien. By way of appendix is added an English version of the curious bull of Pope Alexander VI, of May 14, 1493, bestowing on the Spanish Crown all lands to the west of a meridian drawn 100 leagues west from "any of the islands commonly called Azores" and unoccupied by any other Christian power on Christmas of 1493, and threatening "any man who rashly presumes to infringe" this Papal donation "with the indignation of Almighty God and His Holy Apostles Peter and Paul." This is called "the first diplomatic document of American history."

The Panama Canal: Comprising Its History and Construction, and Its Relation to the Navy, International Law and Commerce.

By Reuben E. Bakenhus, Harry S. Knapp, Emory R. Johnson. xi and 257 pp. Maps, diagrams, index. John Wiley & Sons, New York, 1915. 9 x 6.

Mr. Bakenhus, Civil Engineer in the U. S. Navy, is the author of Parts I, II, and III (about one-half of the volume), in which he gives the history of the canal projects, the physical characteristics of the canal region, the plan of the work, its construction and cost, problems of sanitation, etc. Parts IV and V, about 80 pages, were written by Capt. Knapp, U. S. Navy, who considers the effect of the canal upon our navy, and its bearing upon international law. Part VI, on the commercial importance of the canal, was prepared by Professor Johnson. An appendix contains President Wilson's proclamation of Nov. 13, 1914, prescribing "Rules and regulations governing the use of the Panama Canal by vessels of belligerents and maintenance of neutrality by the United States in the Canal Zone."

The material was originally published as a series of articles in the Proceedings of the United States Naval Institute. The authors have performed a noteworthy service by systematizing the data so as to present, from a comprehensive viewpoint, "the important principles, laws, and facts to which the canal owes its existence."

AVARD L. BISHOP.

SOUTH AMERICA

Landeskunde von Chile (República de Chile). Von P. Stange. (Sammlung Götschen). 116 pp. Map, ills., index. G. J. Götschen, Berlin, 1914. 90 pfg. 6½ x 4½.

There is somewhat more of the gazetteer and encyclopedia style of writing and thinking than we would like to see. Most of the earlier volumes in this admirable series kept clear of so natural a fault when the space is strictly limited. The result of the method is to leave little room for new facts and none at all for distinctive treatment. However, the facts are up-to-date and the condensation of material is always judicious. Within these limits it is a creditable and useful book. The photographs are representative and the map is good.

Argentina, Past and Present. By W. H. Koebel. 2nd edit. xx and 465 pp. Map, ills., index. The Macmillan Co., New York, \$5. 10 x 6½.

A readable book, supplying much information about what one sees in journeying about the republic. The account of Buenos Aires and its luxury are admirable, that of the meat-eating gaucho is good. Mr. Koebel gives the best account of the plague of locusts that we have seen, substantially a fearful loss now and then to rather limited districts, but not ever affecting seriously the harvest of the whole nation. Mutual insurance would appear to meet the losses perfectly.

The book covers the country with unusual completeness, except for the north-west, Jujuy, Salta, Santiago, Tucuman, Catamarca, La Rioja and San Juan. Mendoza and Córdoba are mentioned, but form no significant part of Koebel's Argentina. They have not felt the modern impulse of immigration and expansion so powerfully as the eastern provinces, but they do still preserve the old Argentine type of culture which dominates the nation, for all the Porteño veneer of extravagant luxury.

An account of the wheat-growing Italian and his economics might well have